

**Maine Department of Agriculture, Conservation and Forestry**  
**Bureau of Parks and Lands**

Flagstaff Region Management Plan 5 Year Review – Draft Plan Amendments

*The Bureau proposes the following amendments to the 2007 Flagstaff Region Management Plan in response to the several new issues that have been the focus of discussion during the 5 Year Review process.*

**ADDITIONAL TRAILS -NONMOTORIZED**

**Amendment A: Coburn Gore to Kingfield Trail – Chain of Ponds Unit**

Amendment proposed for addition to Chain of Ponds Management Recommendations (page 169 of Plan), under “Recreation Resources:”

Allow construction of trail segments and bridges proposed by Western Mountains Corporation (WMC) within the northwest and southeast portions of the Chain of Ponds unit, as part of the proposed 47-mile Coburn Gore to Kingfield multi-use non-motorized recreation trail, with the following requirements for final approval:

- 1) BPL approval of final trail route, with the northern segment traversing approximately 1 mile and the southern segment approximately 0.6 mile of BPL lands,
- 2) BPL approval of design and construction methods of any bridges and engineered boardwalks required to implement the approved route, and obtaining necessary permits,
- 3) Abutting landowner(s) approval for a trail segment west of the unit linking the trail segments on BPL property.
- 4) Address any potential conflicts with state-sanctioned regional ATV trails near the north end of the unit and near Coburn Gore, where the proposed trail intersects the ATV trails, and
- 5) Development of a long-term agreement between BPL and WMC for maintenance of trail.

Any BPL management roads designated as part of the proposed trail will be subject to occasional Bureau use for hauling timber or other management purposes. Crossing between Bag Pond and Lower Pond will also be subject to potential installation and use of a temporary truck bridge as needed for timber operations by the Bureau or as allowed by the Bureau through agreements or rights-of-way executed with the abutting landowner.

### **Amendment B: Coburn Gore to Kingfield Trail - Bigelow Preserve**

Amendment proposed for addition to Bigelow Preserve Management Recommendations (pages 162-163 of Plan), under “Hiking, Biking and Camping Opportunities:”

Allow the segment of the Coburn Gore to Kingfield non-motorized multi-use trail proposed to cross the Bigelow Preserve to be co-located with the existing management road and designated snowmobile trail between the Range trailhead and Stratton Brook Road, connecting to and following Stratton Brook Road and the existing bike and ski trail on the “60s management road.” The trail must be maintained with non-motorized equipment. BPL will consider trail improvements on the segment between the Range trailhead and Stratton Brook Road to facilitate bike and pedestrian use; any improvements must be compatible with snowmobile use. The trail concept is to be coordinated with other trail proposals (e.g., Maine Huts and Trails’ Stratton Brook Hut connector trail, CR-NEMBA’s proposed mountain bike usage of Bigelow Preserve management roads) to avoid incompatibilities.

### **Amendment C: Mountain Bike Routes - Additions and Improvements**

Amendments proposed for addition to Bigelow Preserve Management Recommendations (pages 162-163 of Plan), under “Hiking, Biking and Camping Opportunities:”

(1) Add two short management roads to the public use and management roads designated for mountain bike use (page 126 of Plan), to provide connections to the bike touring network on abutting lands.

Road 1 – 0.7 miles in length, within Wyman Twp., extending southeast from the Stratton Brook parking area to the CMP powerline corridor at the south boundary of the preserve.

Road 2 – 1.5 miles in length, within Dead River Twp., roughly parallel to the south boundary of the Bigelow Preserve/Carrabassett Valley line east of Huston Brook Road, connecting at each end to the CMP powerline corridor.

Both road segments are part of the existing snowmobile trail system on the Bigelow Preserve, and link directly to snowmobile/ATV routes on adjacent lands that are used by mountain bike riders, and indirectly to mountain bike trails. Consistent with current policy on mountain bike use within the Bigelow Preserve, these road segments will not be formally designated as bike trails. BPL is likely to use these roads as haul routes during future timber harvests, and log yards could be constructed along the roads. The roads will be examined for any potential culvert\drainage repairs to facilitate bike use, with any needed repairs scheduled as resources allow.

(2) Work with CR NEMBA to plan improvements on the existing management road/snowmobile trail between the Range trailhead and Stratton Brook Road to facilitate bike use and improve the riding experience, with the potential for limited reroutes in problem areas.

Improvements, to be constructed by CR NEMBA, must be compatible with snowmobile use of the trail corridor.

#### **Amendment D: New Mountain Bike Single-Track Trail**

Amendment proposed for addition to Bigelow Preserve Management Recommendations (pages 162-163 of Plan), under “Hiking, Biking and Camping Opportunities:”

Collaborate with CR NEMBA on a specific route and design for ~2.4 miles of rerouted trail focused on the Dead River Twp. portion of the Stratton Brook bike and ski trail (aka “60’s Road/Esker Trail”). The Bureau intends to reopen the 60’s Haul Road for timber harvesting in the near future. This rerouted trail will create a permanent “single track” trail along the popular section now utilizing the “60’s Road.” This is an important section of trail as it connects to a major network of mountain biking trails on lands adjacent to the Preserve. If the beaver flowage a half mile east of township/county line is not avoided by the reroute, consider improving the crossing to facilitate trail use during occasional flooding.

#### **Amendment E: Hiking/Snowshoeing Connector on Carrabassett Valley Lot and Bigelow Preserve to Link Maine Huts and Trails Stratton Brook Hut to 60’s Haul Road**

Amendment proposed for addition to Flagstaff Lake/Surrounding Properties Management Recommendations (pages 166-167 of Plan), under “Land Based Recreation:”

(Note: This amendment also affects lands within the Bigelow Preserve, and therefore is also proposed to be appended to the Management Recommendations for Bigelow Preserve (pages 162-163 of Plan), under “Hiking, Biking and Camping Opportunities.”)

Allow construction of a new hiking/snowshoeing/ungroomed ski trail by Maine Huts & Trails (MH&T) between an existing multi-use non-motorized trail near the Stratton Brook Hut and the 60’s Road bike/ski trail. The trail will cross the Carrabassett Valley lot and enter the Bigelow Preserve on an old road at a crossing of Stratton Brook. The total trail length will be approximately 1.5 miles; approximately 1,200 feet of the trail will be within the Bigelow Preserve, north from Stratton Brook to the intersection of the old road with the 60’s Road. The final route of the trail on the Carrabassett Valley Lot is to be determined by BPL in collaboration with MH&T. Construction details for the trail, addressing drainage and potential erosion issues, must be approved in advance of construction by BPL. The design and construction methods for a pedestrian bridge over Stratton Brook are to be developed by MH&T and approved by BPL. (Mechanical equipment would not be permitted for trail or bridge construction north of Stratton Brook). The trail is to be posted with appropriate signage as closed to bicycles, and indicated as such on BPL and MH&T maps. Trail planning will seek to minimize potential conflicts with the

snowmobile and ATV trail that crosses the Carrabassett Valley lot. A Visual Class I secondary allocation (buffer) would be designated along the new trail, as stipulated by the IRP and the Plan (p. 149) for all hiking trails, with the goal to “retain the appearance of an essentially undisturbed forest” (p. 132 of the Plan).

## **NEW SHARED USE/MULTI-USE TRAILS**

### **Amendment F: New Motorized/Nonmotorized Trail Crossing of the Appalachian Trail on the Redington Lot**

Amendment proposed for addition to Redington Township Lot Management Recommendations (page 170 of Plan):

Allow a perpendicular crossing of the Appalachian Trail on the Redington Lot by a new shared use/multi-use trail, at the location of the existing management road crossing. The purpose of the crossing is to provide a link for snowmobiles, ATVs, and groomed cross-country ski trails to connect the Caribou Valley Road and trails south of Redington Lot in Madrid Twp. This link will also require new trails on abutter’s lands to the north and south of the lot and therefore is contingent on their agreement for any such trails on their lands. A number of trail interests in the region consider this link to be vital to the development of regional trail networks. The proposed shared crossing would be used by both motorized (snowmobile and ATV) and non-motorized (mountain bike and groomed ski trail) recreationists.

BPL will collaborate with regional trail organizations (e.g., snowmobile and ATV clubs, CR NEMBA, MH&T, MATC) and other interests to develop the best trail alignment on BPL and adjoining properties that would utilize a shared AT crossing on the existing management road and shared or, potentially, separate motorized and non-motorized trails on and off the BPL lot.

The 100 foot Special Protection buffer in the vicinity of management road crossing of the AT will be reallocated to Remote Recreation. In addition, the Remote Recreation designation buffering the AT on this lot will allow for the new motorized recreation trail.

BPL will develop a plan with AT organizations to control and monitor motorized use at the AT crossing to ensure no trespass onto the AT and to minimize potential conflicts with hikers.

## **BOATING ACCESS TO FLAGSTAFF LAKE**

### **Amendment G: New Trailered Boat Access Facility on East Side of Flagstaff Lake**

Amendments proposed for addition to Bigelow Preserve Management Recommendations (pages 162-163 of Plan), under “Flagstaff Lake Focused Recreation” and Amendments proposed for addition to Flagstaff Lake/Surrounding Properties Management Recommendations, under “Coordinated Recreation Planning for Flagstaff Lake” (page 166 of Plan)

Allow for development of a basic trailered boat launch ramp on the east side of Flagstaff Lake. BPL will explore with Brookfield White Pine Hydro, operator of the federally licensed Flagstaff Project, the development of one of two potential new trailered boat launch sites on east Flagstaff Lake, with the intent of providing trailered boat access to the east side of the lake, where no fully functional facility now exists. The facility will be designed to minimize the footprint of disturbance, and facilitate launching of small to medium sized boats appropriate to the constraints of relatively shallow waters in Flagstaff Lake. The facility will not include any docks or structures other than the basics needed for trailered boat ramp access. The first site to be considered is the existing carry-in boat access facility at the Little Bigelow Gravel Pit trailhead/campsite near Bog Brook, within the Bigelow Preserve. The second site to be considered is the undeveloped Dead River Peninsula (DRP) shoreline south and west of Long Falls dam and near North Flagstaff Road.

If the Gravel Pit site is selected: Consistent with the 1981 Bigelow Preserve Policy and Guidelines incorporated into the 2007 Plan, allow development of this site as “a basic facility necessary to provide access.” The existing trailhead/campsite parking will be expanded to provide 4-6 vehicle-trailer parking spaces. The existing carry-in trail will be modified to a gravel trailered boat launch ramp with a turnaround, and with a cement plank surface at the lower end of the ramp. (The lower portion of the cement plank surface, below the 1150 ft. contour, would be on Brookfield White Pine Hydro property.) BPL will collaborate with the Boating Facilities Program and Brookfield White Pine Hydro on design, permitting, and construction of the facility.

The dominant and secondary Resource Allocation for the shoreline buffer portion of the site (currently crossed by the carry-in boat access trail, and where the launch ramp would be constructed) will be revised from Wildlife/Remote Recreation to Developed Recreation.

If the DRP site selected: A new gravel trailered boat launch ramp with parking for 4-6 vehicles and trailers will be constructed at the selected site, with access via the North Flagstaff Road. BPL will collaborate with the Boating Facilities Program and Brookfield White Pine Hydro on siting, design, permitting, and construction of the facility. BPL will consider a site maintenance arrangement using a Camp Host volunteer stationed at Big Eddy.

The dominant Resource Allocation for the shoreline buffer portion of the site will be revised from Wildlife to Developed Recreation, as will any remaining developed portion of the site outside the buffer zone, currently allocated to Timber Management.